

Old San Marcos Schoolhouse
(Case Number: P02-027, Log No. 03-08-044)

Traffic Impact Study

November June 2005

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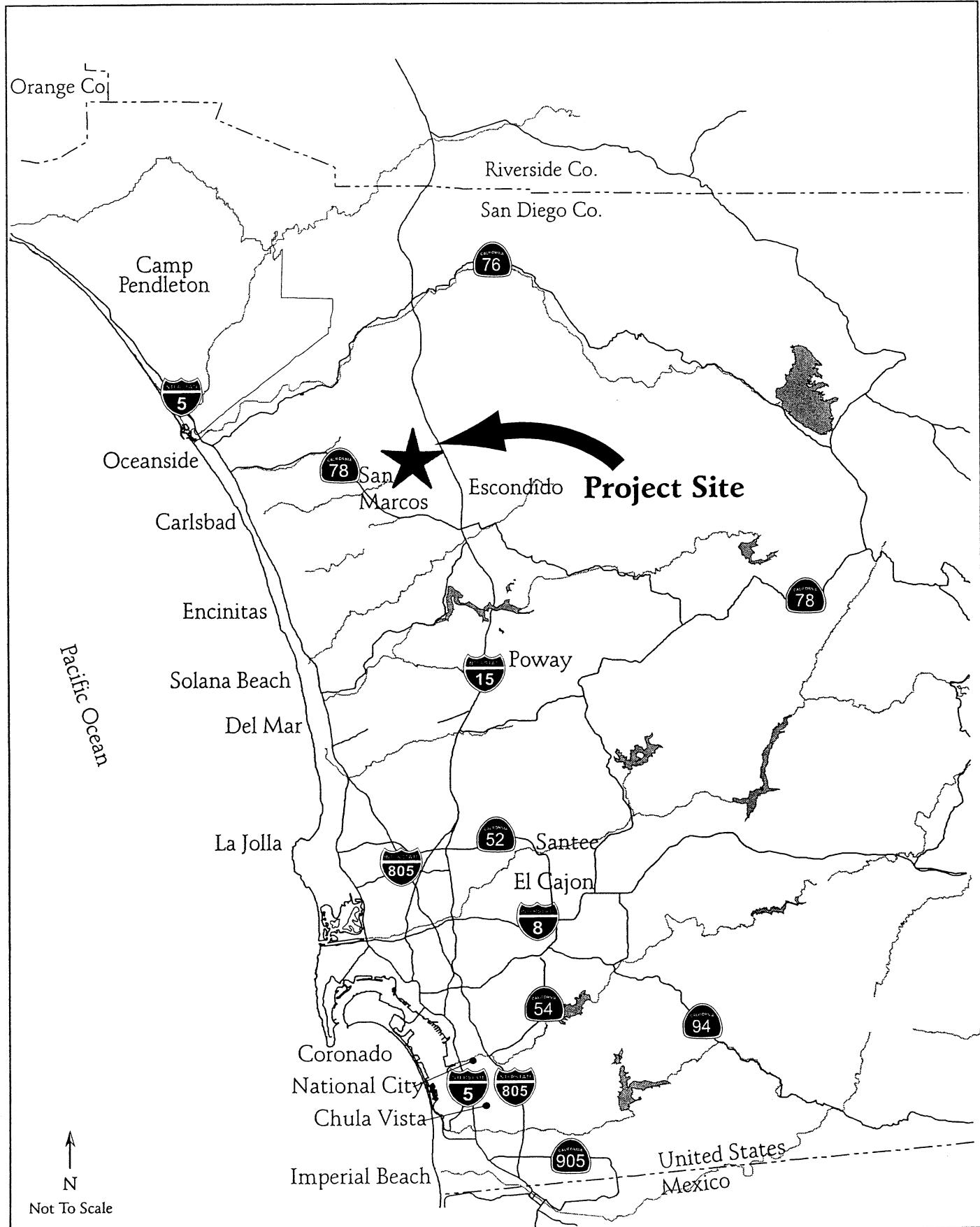
1.0 Introduction

This traffic study has been prepared to evaluate the potential impacts of the Old San Marcos Schoolhouse site located in the San Marcos area of San Diego County. The schoolhouse is being used as a special events facility to host private functions such as weddings and anniversaries. These special events only take place at the Old San Marcos Schoolhouse site on Saturdays and Sundays, with no events scheduled Monday through Friday. Typical timeframes for these special events are between the hours of 4:00 pm and 9:00 pm. Katz, Okitsu & Associates were retained by Karen Tork of San Diego Special Events through TRS Consultants to analyze the traffic impacts of the proposed site. Event occupancy is limited to 150 persons at the site plus the addition of 12 estimated staff members. Figure 1 shows the project vicinity, Figure 2 shows the study area for this analysis, and Figure 3 illustrates the project site plan including the ultimate width of Deer Springs Road and the proposed width of the Irrevocable Offer of Dedication (IOD) of 55 feet from the centerline of the roadway to preserve the right-of-way for future improvements to Deer Springs Road along the project frontage.

Background

In order to gain approval for the project, a traffic study was prepared to fulfill the requirements of the County of San Diego *Draft Guidelines for Determining Significance* to determine if any direct project impacts exist. In addition, this traffic study is based on the recommendation that traffic analysis be performed given the recent exemption from the California Environmental Quality Act (CEQA) of “de minimus effects” which were removed from the State law as a result of a lawsuit. The Old San Marcos Schoolhouse project falls within this recommendation. The proposed project would generate a total of 146 net daily weekend trips (Saturday or Sunday), with 63 trips arriving prior to an event and 63 trips departing after an event. The project is located on Deer Springs Road approximately 200 feet north of Sycamore Drive.

This project will not be required to conform to the Congestion Management Program (CPM) since the project will not generate more than 2,400 daily trips and will not generate more than 200 peak hour trips. Therefore, a detailed analysis of Regionally Significant Arterials is not required. In addition, the project will not be required to prepare a traffic impact study in accordance with the Caltrans *Guide for the Preparation of Traffic Impact Studies* since the project will not generate 50 to 100 peak hour trips on a State highway facility, operating at LOS C or D, during either of the peak hours.

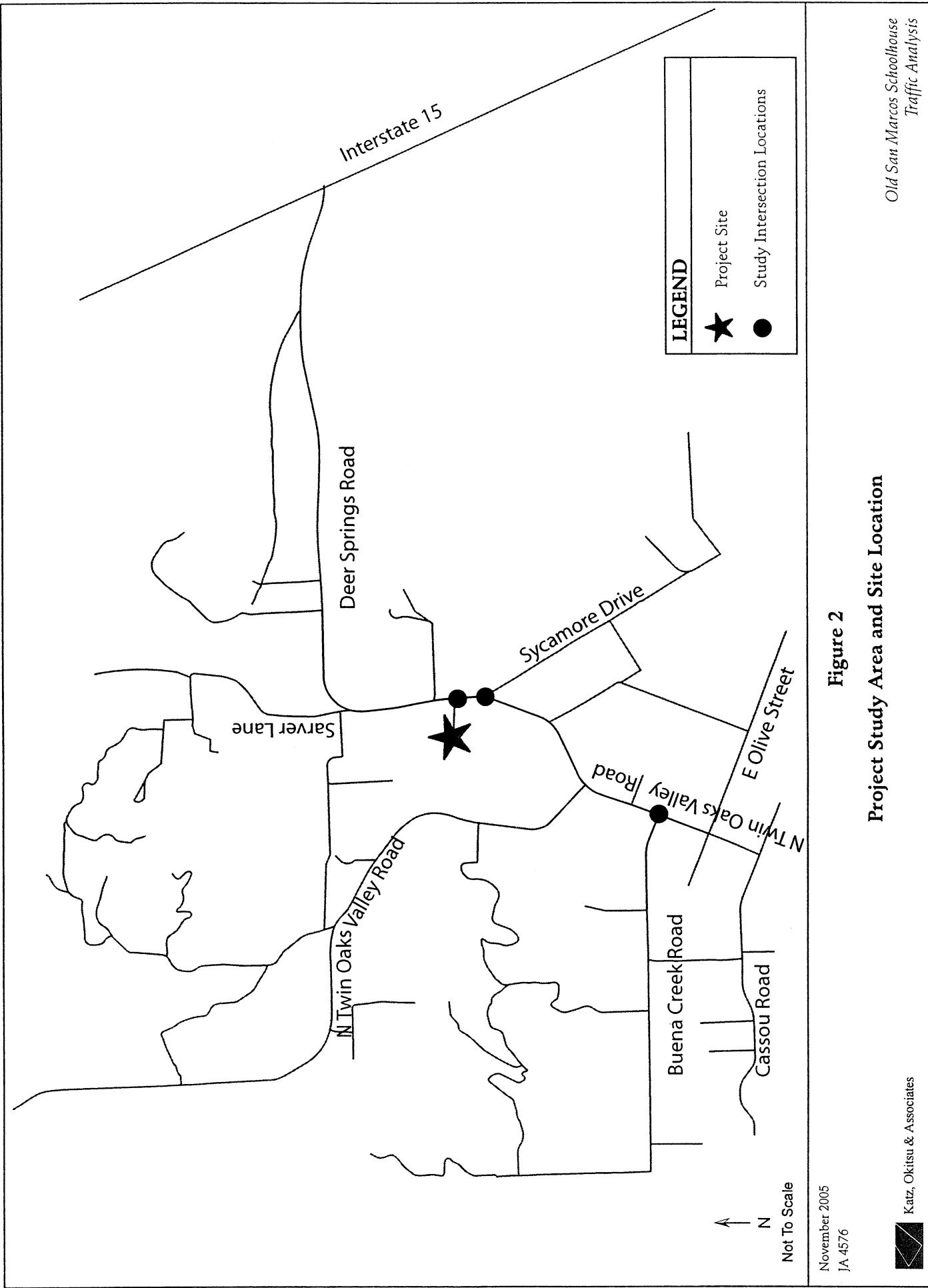


November 2005
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Figure 1

Project Vicinity

*Old San Marcos Schoolhouse
Traffic Impact Study*



Project Study Area and Site Location

Old San Marcos Schoolhouse Traffic Analysis

November 2005
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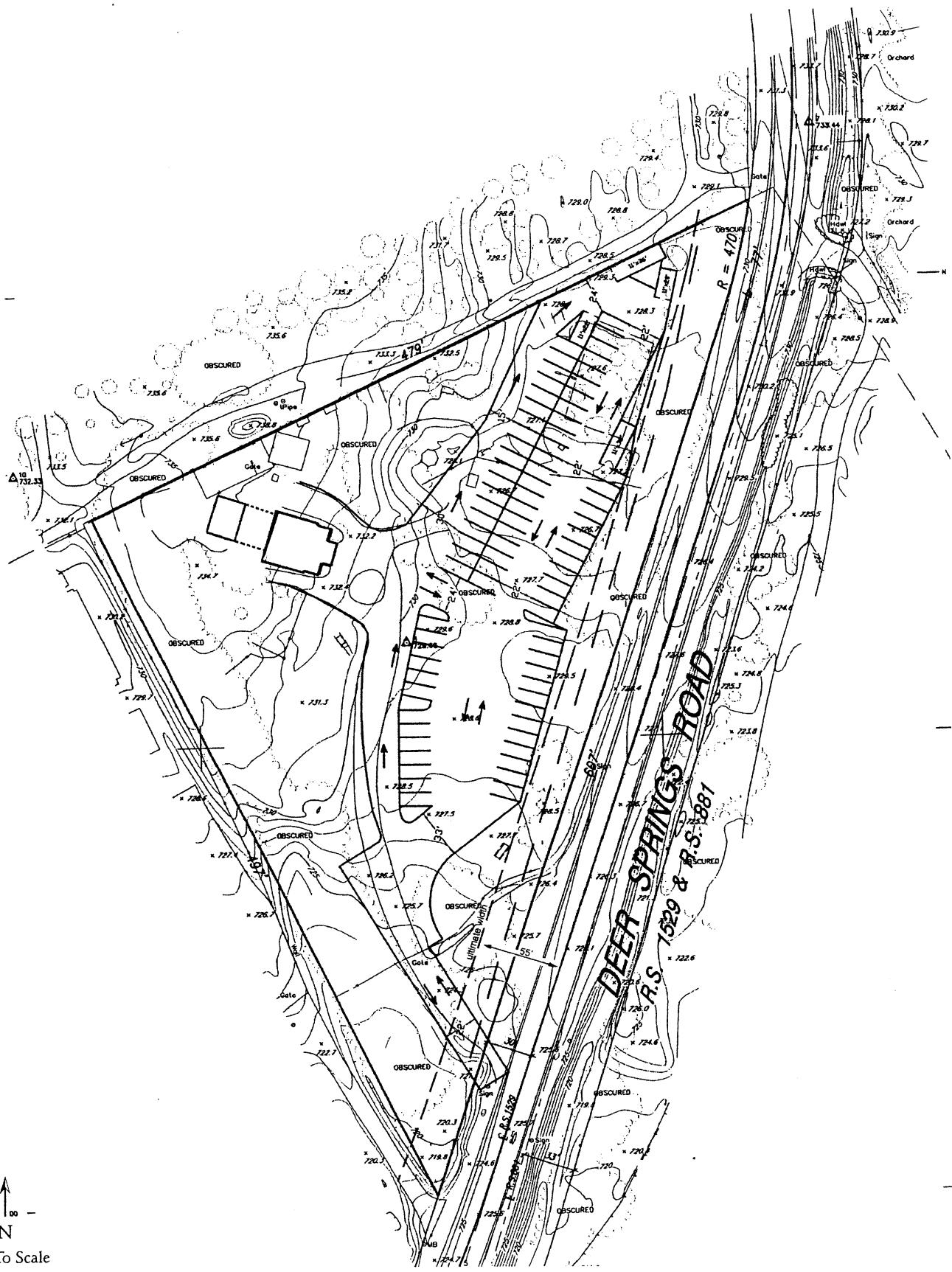


Figure 3

Project Site Plan

Old San Marcos Schoolhouse Traffic Analysis



Katz, Okitsu & Associates



2.0 Methodologies

This chapter documents the methodologies and assumptions used to conduct the circulation impact analysis for the Old San Marcos Schoolhouse site. This section contains the following background information:

- Study timeframes
- Study area description
- Capacity analysis methodologies.

Study Timeframes

This report presents an analysis of the following timeframes:

- Existing Weekend Conditions
- Existing Weekend Conditions With Project

Weekday (Monday through Friday) conditions were not analyzed since the project will not be generating any event-related traffic on these days.

Project Study Area

The project study area for the Old San Marcos Schoolhouse site is shown in Figure 2. The area consists of the following intersections and their adjacent roadway segments which will be impacted by project traffic:

Study Intersections:

1. North Twin Oaks Valley Road and Buena Creek Road (signalized);
2. Deer Springs Road and Sycamore Drive (unsignalized);
3. Deer Springs Road and Project Site (unsignalized).

Study Roadway Segments:

1. North Twin Oaks Valley Road between E. Olive Street and Buena Creek Road;
2. Deer Springs Road/ North Twin Oaks Valley Road between Buena Creek Road and Sycamore Drive;
3. Deer Springs Road between Sycamore Drive and Project site;
4. Deer Springs Road between Project site and Sarver Lane.

This project study area is generally based on the assumed project trip distribution and assignment. The trip distribution and assignment determines how much project traffic is attributable to each link in the roadway network.



Analysis Methodologies

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. Street system operating conditions are typically described in terms of “level of service.” Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). A more detailed description of the concepts described in this section is provided in Appendix A, Table A-2 of this document.

Roadway Segment Capacity Analysis

The County of San Diego has published daily traffic volume standards for roadways within its jurisdiction. To determine existing service levels on study area roadway segments, we compared the appropriate average daily traffic thresholds for level of service, the daily capacity of the study area roadway segments, and the existing and future volumes in the study area. The thresholds for determining level of service used in this analysis are summarized in Appendix A, Table A-1.

The values shown in Table A-1 are not intended to serve as an exact description of the actual operating level of service on a particular roadway segment. The capacity of roadway facilities is affected by a number of factors, including pavement width, access to cross streets and driveways, intersection signal timing, geometry, and on-street parking. The actual functional capacity is based on the ability of arterial intersections to accommodate peak hour volumes. Efficient designs of intersections to achieve acceptable levels of service could result in higher capacities. Thus, higher volumes may occur on arterial segments than those shown in these tables.

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the TRAFFIX™ 7.7 analysis software program, which uses the “operational analysis” procedure for intersections as defined in the Highway Capacity Manual (HCM).

The Highway Capacity Manual analysis method for evaluating unsignalized, minor-street stop controlled intersections is based on the average total delay for each impeded movement. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. Appendix A includes a summary of the level of service criteria for minor-street stop controlled intersections.



Significance Analysis

To determine project impacts, the County of San Diego has developed a series of thresholds within the *Guidelines for Determining Significance* based on allowable increases in road segment ADTs, intersection peak hour trips and intersection seconds of delay which become more stringent as level of service worsens. The acceptable level of service for roadway segments and intersections in San Diego County is level of service D. Where the roadway segment or Intersection is forecast to operate at LOS E or F, the allowable increases are shown below in Table 1.

Table 1
Measures of Significant Project Impacts to Congestion

Allowable Increases on Congested Roads
Road Segments

Roadway Segment LOS	2-Lane Road	4 Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Intersections

Intersection LOS	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement*
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement*

* A critical movement is one that is experiencing excessive queues.

Should the project exceed the allowable ADT on segments, the determination of significance (Yes/No) is shown in **bold type** to indicate a significant project impact that requires mitigation. Where intersections are forecast to operate at LOS E or F and the thresholds set in Table 1 are exceeded, the determination of significance (Yes/No) is shown in **bold type** to indicate a significant impact that requires mitigation.

Traffic Count Data

Existing weekend daily and peak hour traffic data was obtained for this study from counts commissioned in June 2005 performed by Traffic Data Services Southwest. Since events at the schoolhouse site will typically take place between the hours of 4 or 5 pm to 8 or 9 pm, peak hour turning movement counts were taken from 3 to 5 pm and from 7:30 to 9:30 pm to ensure that an adequate existing conditions for the area intersections were developed. The peak hour within these two count periods, at fifteen-minute intervals, was considered to be the pre-event peak hour and post-event peak hour respectively. All count data used in this study can be found in Appendix B.



3.0 Existing Conditions

Existing Circulation Network

The streets and highways in the site vicinity that might sustain impacts because of the proposed project include Deer Springs Road, North Twin Oaks Valley Road and Buena Creek Road. Figure 4 illustrates the circulation network and intersection geometries.

Deer Springs Road

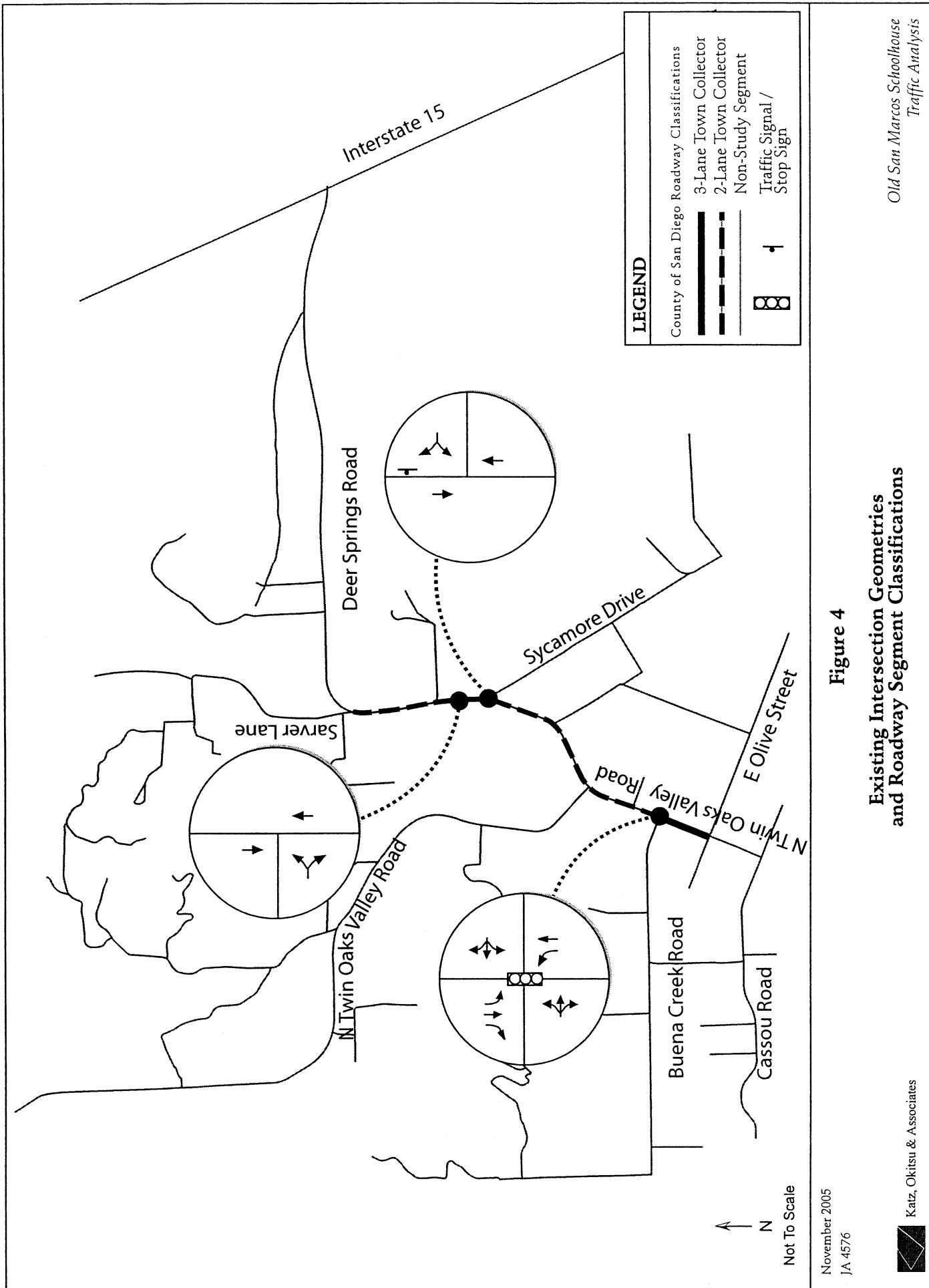
Deer Springs Road is a 2-lane undivided collector roadway between Sarver Lane and North Twin Oaks Valley Road, which provides direct access to the project site. The maximum speed limit on this roadway in the project vicinity is 50 mph. However due to horizontal curves in the project vicinity the speed limit is suggested at 35 mph. There are no bike lanes provided on either side of the roadway.

North Twin Oaks Valley Road

North Twin Oaks Valley Road between Buena Creek Road and East Olive Drive is currently constructed as a 3-lane town collector, with one northbound lane, one southbound lane and a center left-turn lane. There are bike lanes on both sides of the road. The paved curb-to-curb width of North Twin Oaks Valley Road between Buena Creek Road and East Olive Drive is 53 feet. The maximum speed limit on this roadway in the project vicinity is 50 mph. North of Buena Creek Road, North Twin Oaks Valley Road transitions to a 2-lane undivided collector roadway.

Buena Creek Road

Buena Creek Road is currently constructed as a 2-lane collector roadway. There are no immediate future road improvements planned. There are also no bike lanes on either side of Buena Creek Road. The total paved width of Buena Creek Road is 23 feet. Speed limits on Buena Creek Road in the project vicinity are unposted.





Daily Roadway Segment Operations

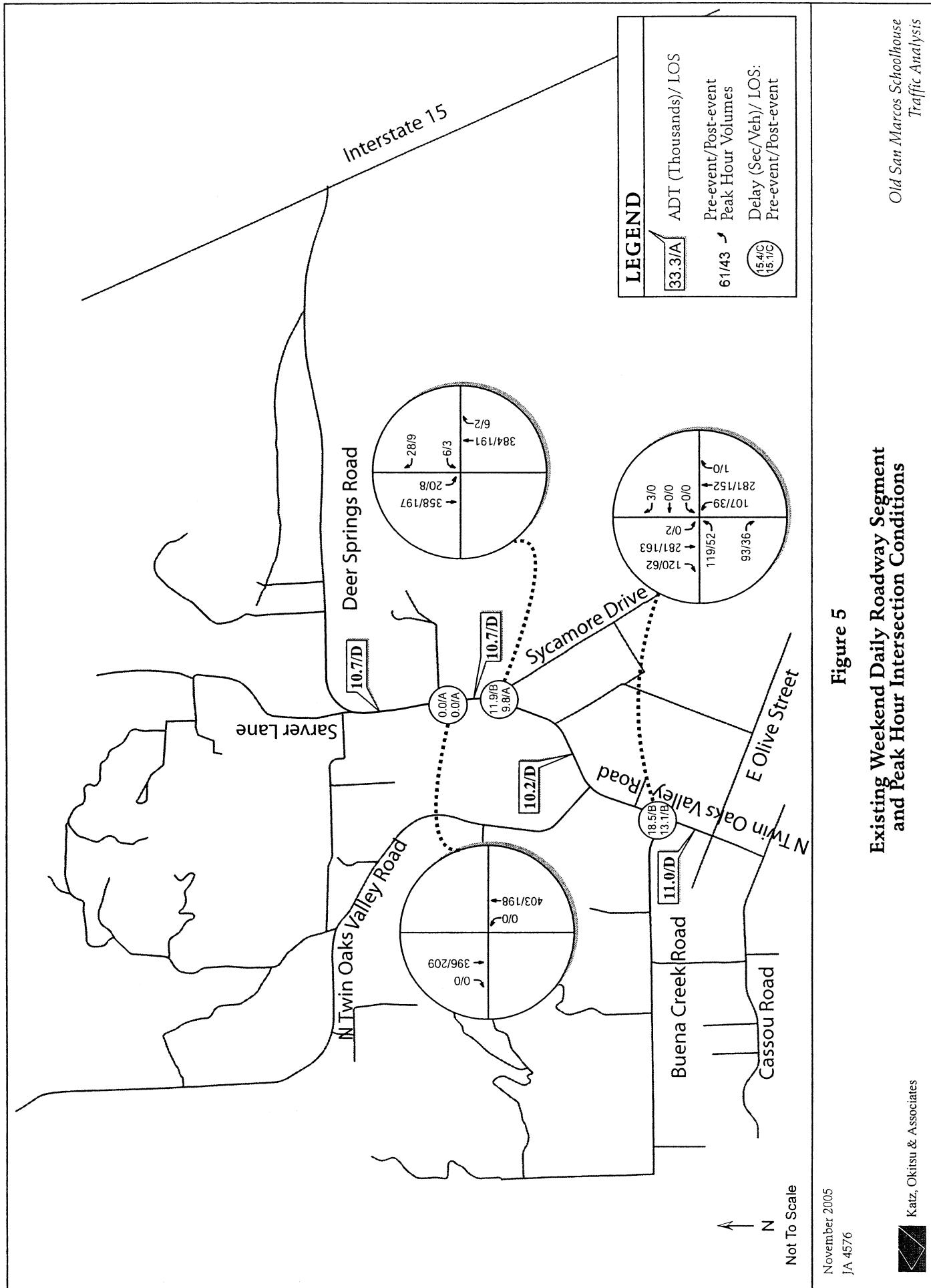
The *County of San Diego Circulation Element* contains daily traffic volume standards for roadways within the County. To determine existing service levels on study area roadway segments, we compared the adopted average daily traffic thresholds for level of service, the daily capacity of the study area roadway segments, and the existing volumes in the study area. When evaluating traffic conditions, level of service A-D is considered acceptable for urbanized areas where further improvement in level of service is not feasible or practical. The thresholds for determining level of service on County of San Diego roadways are summarized in Appendix A, Table A-1. Table 2 is a summary of existing weekend conditions, whereas Figure 5 graphically presents the results of this analysis.

Table 2
Existing Weekend Daily Roadway Segment Conditions

Roadway Segment	Classification/ Lanes	LOSE Capacity	Average Daily Traffic (ADT)	Volume to Capacity Ratio	Level of Service
North Twin Oaks Valley Road between E. Olive Street and Buena Creek Road	Town Collector/3	19,000	10,984	0.578	D
Deer Springs Road/ North Twin Oaks Valley Road between Buena Creek Road and Sycamore Drive	Collector/2	16,200	10,242	0.632	D
Deer Springs Road between Sycamore Drive and Project site	Collector/2	16,200	10,662	0.658	D
Deer Springs Road between Project site and Sarver Lane.	Collector/2	16,200	10,664	0.658	D

As shown in Table 2, all study roadway segments are operating at acceptable levels of service.

The actual functional capacity of a roadway is based on the ability of arterial intersections to accommodate peak hour volumes. Efficient design of intersections to achieve acceptable levels of service during peak hours of demand could result in higher roadway capacities.



Existing Weekend Daily Roadway Segment and Peak Hour Intersection Conditions

rcos Schoolhouse
Traffic Analysis



Peak Hour Intersection Performance

Traffic conditions are evaluated using the procedures outlined in the *Highway Capacity Manual 2000* (HCM), a publication of the Transportation Research Board. Appendix A, Table A-3 and Table A-4 contain a summary of this analysis method as well as the level of service criteria used.

Level of service A-D is considered acceptable for peak hour intersection operations in the County of San Diego. The following table summarizes the existing weekend peak hour operating conditions for the study intersections. The pre-event peak hour typically occurs between 3:00 and 5:00 pm while the post-event peak hour for the project occurs between 7:30 and 9:30 pm, on either Saturday or Sunday.

Traffic counts for this study were taken on a Saturday during an event at the schoolhouse site since both traffic data and vehicular occupancy data was needed to conduct the complete traffic study. Project specific traffic was removed from the traffic count data to ensure that a true existing weekend (without project) peak hour condition was analyzed.

Figure 5 shows existing intersection weekend pre-event and post-event traffic volumes and levels of service without any traffic associated with the schoolhouse site. Appendix C contains the worksheets used in this analysis.

Table 3
Existing Peak Hour Intersection Conditions

Intersection	Pre-project		Post-project	
	<i>Average Intersection Delay (sec. per veh.)*</i>	<i>Level of Service</i>	<i>Average Intersection Delay (sec. per veh.)*</i>	<i>Level of Service</i>
North Twin Oaks Valley Road and Buena Creek Road (signalized)	18.5	B	13.1	B
Deer Springs Road and Sycamore Drive (unsignalized)	11.9	B	9.8	A
Deer Springs Road and Project Site (unsignalized)	0.0	A	0.0	A

* At unsignalized intersections delay is for worst delayed approach.

As shown in Table 3 the study intersections operate at LOS B or better under existing weekend pre-event and post-event conditions.



4.0 Proposed Project Traffic

As previously mentioned the project site will be used to host events such as weddings and anniversary parties. These events will only take place on weekends between the hours of 4:00 pm and 9:30 pm, and will increase traffic to the existing system during the weekends only.

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. All or some of these trips will result in traffic increases on the streets where they occur. The traffic generated is a function of the extent and type of usage proposed for the site.

Generally, vehicular traffic generation characteristics for projects are estimated based the *SANDAG (Not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002)*. However, SANDAG trip generation rates do not exist for a facility of this type. In addition, the SANDAG trip generation rates are based on weekday rates and this site produces only weekend traffic. As a result, Katz Okitsu & Associates developed a customized trip generation rate specifically for this facility by utilizing site occupancy and parking data obtained during a wedding function at the San Marcos School House on Saturday, June 4, 2005.

The development of a unique per person (guest and staff) trip generation rate at the schoolhouse site was completed in two phases. First, the total number of parked vehicles was counted after all of the guests and staff had arrived. Each parked vehicle therefore represented a single one-way trip. The parking counts were doubled to develop a majority of the total daily trips generated by the site, assuming that each parked vehicle makes a round trip to the project site. The other portion of daily trip total consisted of trips associated with staff errand made before or after the event. Since no off-site parking exists near the schoolhouse site, reliable parking counts were available. Second, the total daily trips (parked vehicles multiplied by two plus staff errand trips) were divided by the number of people observed at the site (guests plus staff) to develop the daily trip generation rate per person. Pre-event and Post-event rates were based on the number of parked vehicles and staff errand trips divided by the number of people observed at the site. Since there were more observed staff errand trips prior to the event, the pre-event peak hour rate is somewhat larger than the post-event peak hour rate.

Table 4 summarizes the unique per person trip generation rate developed at the site (daily and peak hour), while Table 5 illustrates the trips generated by the proposed project. In order to present the most conservative project analysis, it was assumed that the site would operate at maximum capacity (150 guests plus 12 staff members) during events and it was assumed that all guests and staff would arrive and depart during the peak pre- and post-event hours.



Table 4
Weekend Trip Generation Rate for the Project Site

Project	Land Use	Observed Site Occupancy (85 guests + 10 staff)	Observed Parked Vehicles	Vehicle Occupancy	Observed Parked Vehicle Trips	Daily Staff Errand Trips	Total Daily Trips	Daily Trip Rate Per Person (total trips/ observed site occupancy)	Pre-Event Trip Rate Per Person (parked vehicles/ observed site occupancy)	In	Out	Post-Event Trip Rate Per Person (parked vehicles/ observed site occupancy)	In	Out
Old San Marcos Schoolhouse	Special Events Facility	95	37	2.6	74*	12	86*	0.90	0.49**	80%	20%	0.41**	6%	94%

Source: Custom Trip Generation Survey taken June 4, 2005.

* Assuming that each parked vehicle makes a round trip to the event facility.

** Conservative assumption that all pre-event and post-event trips occur in the single pre-event or post-event peak hours.

Table 5
Weekend Trip Generation for the Proposed Project

Project	Land Use	Site Max Occupancy (150 guests + 12 staff)	Daily Trip Rate Per Person	Daily Trips	Pre-Event Peak Hour Trips	In	Out	Post-Event Trips	In	Out
Old San Marcos Schoolhouse	Special Events Facility	162	0.90*	146	79	63	16	67	4	63
TOTAL				146	79	63	16	67	4	63

* Custom trip generation rate from Table 4.

As shown in Table 5, the proposed Old San Marcos Schoolhouse project, with maximum site occupancy, would add 146 daily trips to the circulation network. One hundred percent peak hour arrival and departure at the site was assumed to occur during the peak hours, with 63 arrival trips occurring in the pre-event peak hour and 63 departure trips during the post-event peak hour. This was done so that the most conservative peak hour with project condition was analyzed. The actual arrival pattern observed from the June 4, 2005 project driveway traffic count reflected that, of the 37 total site vehicles, 46% arrived in the actual pre-event peak hour and 81% departed during the actual post-event peak hour. A more conservative, or 100% arrival/100% departure travel pattern, was assumed. The project impacts are analyzed under the existing plus project scenario.

Project Access

The project will take access from Deer Springs Road (approximately 200 feet north of Sycamore Drive) with one main driveway extending northwest into the project site and leading to the parking and building areas. Vehicles may access the site via I-15 and Deer Springs Road north of the project area or via State Route 78 and Twin Oaks Valley Road south of the project area.

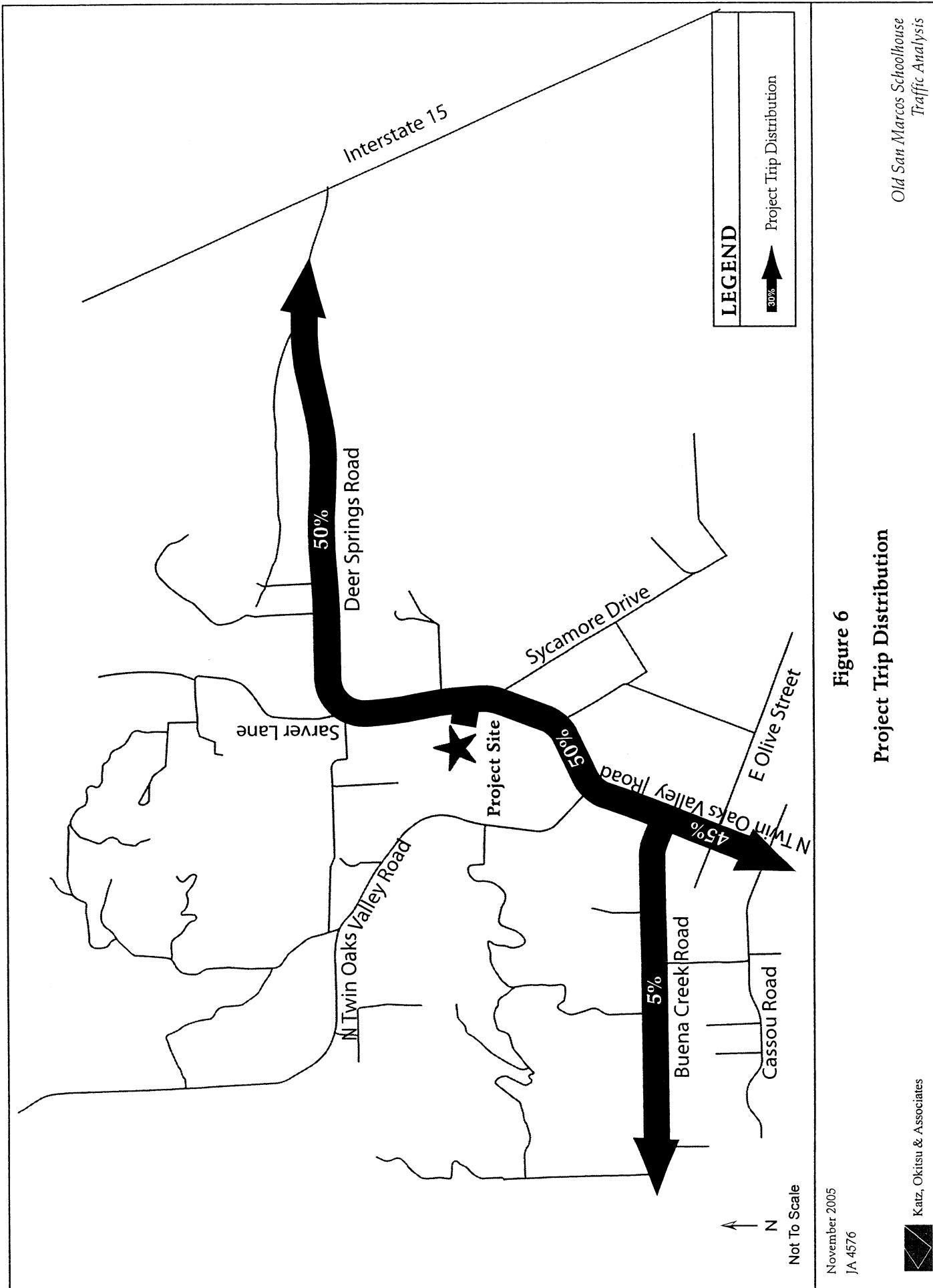


Parking

The County of San Diego establishes off-street parking requirements for development within its jurisdiction. These vary by the type of land use and size of the proposed project. The Old San Marcos Schoolhouse site falls under the "Public Assembly" Section 6766 of the *County of San Diego Parking Requirement Guidelines*. The "Public Assembly" parking rate, per Section 6766, stipulates that 1 off-street parking space be provided for every 4 persons based on site occupancy or 0.25 parking spaces per person. Since the Old San Marcos Schoolhouse project is conditioned to permit up to 150 guests with staff estimated at 12 persons, the project would be required to provide 41 off-street parking spaces. According to the project site plan (Figure 3) the project would provide 83 parking spaces. Therefore, the project would provide more than enough parking by 42 additional spaces to satisfy the County's parking requirement for this use.

Project Trip Distribution and Assignment

Trip distribution and assignment is the process of identifying the probable destinations, directions, or traffic routes that project related traffic will likely affect. In this case, the project trip distribution was estimated from observed traffic patterns and experience. Figure 6 shows the project trip distribution for the surrounding circulation network in the project study area. Figure 7 shows the increase in trips that the proposed project would add to the circulation network using the distribution and assignment shown in Figure 6.



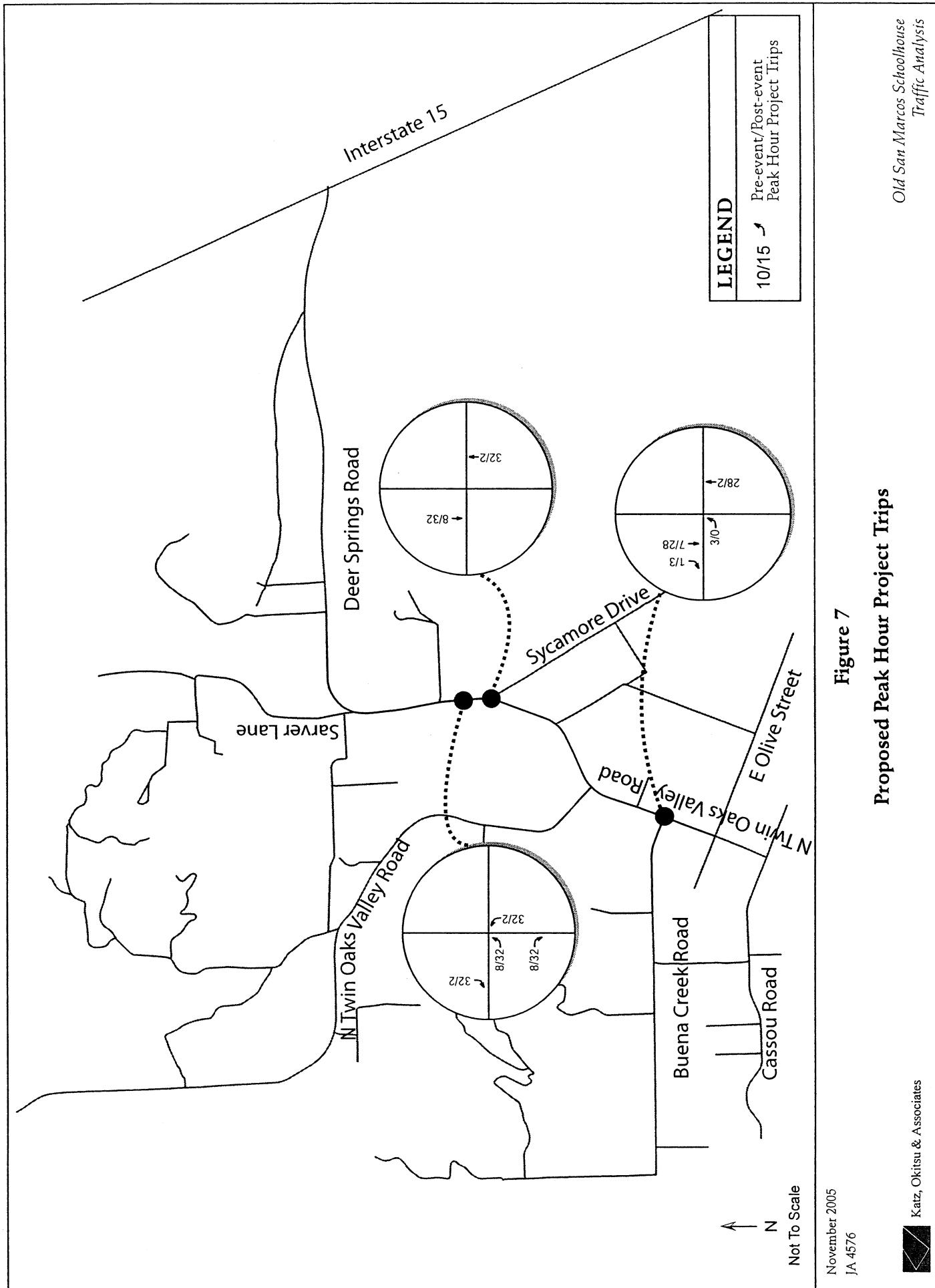


Figure 7

Proposed Peak Hour Project Trips



5.0 Existing Plus Project Conditions

This section documents the addition of the proposed project to the existing conditions. The existing plus project analysis takes into account existing traffic volumes plus the traffic associated with the project. In this case we will be using the most conservative, namely the highest, volumes for traffic associated with the project. Project impacts can be identified through a comparison of the resulting change in traffic volumes, seconds of delay and level of service.

Since the San Marcos Schoolhouse project is conditioned to operate only during weekend hours, the project will have no peak hour weekday intersection impacts (direct or cumulative) at the I-15 ramp intersections with Deer Springs Road. In addition, Table 6 illustrates that the proposed project does not have any direct roadway segment impacts based on the County of San Diego Draft Guidelines for Determining Significance, 2004, criteria shown in Table 1. Furthermore, since the project is only expected to generate 73 trips on Deer Springs Road near the I-15 freeway, the project does not meet the minimum criteria of 100 trips to study this segment for direct impact analysis.

With Project Scenario Daily Roadway Segment Performance

As stated previously in Section 3, all study roadway segments are currently operating at LOS D or better. The addition of the project traffic to the roadway segments is shown below in Table 6.

Table 6 illustrates that the proposed project does not have any direct impacts based on the County of San Diego significance criteria shown in Table 1.

Direct Roadway Segment Project Impacts: None

Table 6
Existing Plus Project Daily Roadway Segment Conditions

Roadway Segment	Classification/ Lanes	<i>Existing Conditions without the Project</i>						<i>Existing Conditions with the Project</i>		
		LOS Capacity	Forecast ADT Volume	Volume/Capacity Ratio	LOS	Forecast ADT Volume	Volume/Capacity Ratio	LOS	Increase in Project Trips	Significant?
North Twin Oaks Valley Road between E. Olive Street and Buena Creek Road	Town Collector/3	19,000	10,984	0.578	D	11,050	0.582	D	66	No
Deer Springs Road/ North Twin Oaks Valley Road between Buena Creek Road and Sycamore Drive	Collector/2	16,200	10,242	0.632	D	10,315	0.637	D	73	No
Deer Springs Road between Sycamore Drive and Project site	Collector/2	16,200	10,662	0.658	D	10,735	0.663	D	73	No
Deer Springs Road between Project site and Sarver Lane.	Collector/2	16,200	10,664	0.658	D	10,737	0.663	D	73	No



Peak Hour Intersection Performance

Peak hour intersection volumes under the existing plus project scenario were forecast based on the trip generation and distribution of the proposed project. These volumes were analyzed both with and without the project to determine if any impacts exist. Table 7 summarizes the results of this analysis and the significance of the project's impacts. Figure 8 illustrates pre-event and post-event peak hour existing traffic volumes with the project. The pre-event peak hour occurs between 3:00 and 5:00 pm while the post-event peak hour for the project occurs between 7:30 and 9:30 pm. Appendix C contains the worksheets used in this analysis.

As shown in Table 7, all the study intersections operate at LOS B or better in the pre-event and post-event peak hours without the proposed project.

With the addition of proposed project traffic, the intersections will continue to operate at LOS B or better in the pre- and post-event peak hours. Based on the thresholds set in Table 1 the project does not have any significant impacts at any of the study intersections. The project is shown to slightly improve the delay at the intersection of North Twin Oaks Valley Road and Buena Creek Road during the post-event peak hour where the project is contributing to non-critical movements or movements with excess capacity. Since through traffic typically has less delay than side street or left-turning movements, the overall average delay is improved with the addition of the project through traffic trips at this intersection.

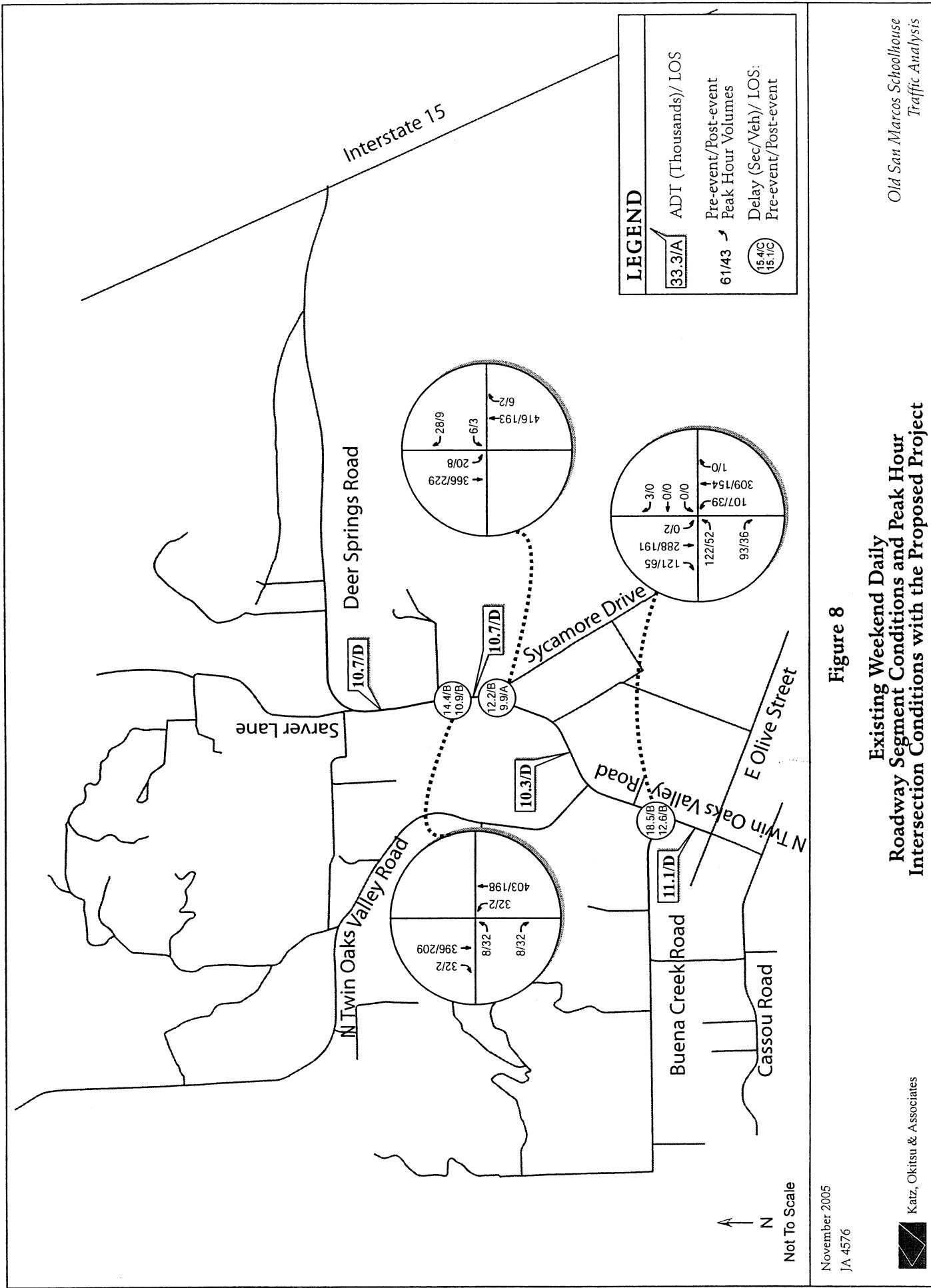
Direct Intersection Project Impacts: None

Table 7
Peak Hour Intersection Conditions Without and With the Proposed Project

Intersection	Without Project		With Proposed Project			
	Average Intersection Delay (sec)**	Level of Service	Average Intersection Delay (sec)**	Level of Service	Change (veh. or sec.)	Significant?
Pre-event						
North Twin Oaks Valley Road and Buena Creek Road (signalized)	18.5	B	18.5	B	0.0	No
Deer Springs Road and Sycamore Drive (unsignalized)	11.9	B	12.2	B	0.3	No
Deer Springs Road and Project Site (unsignalized)	0.0	A	14.4	B	14.4	No
Post-event						
North Twin Oaks Valley Road and Buena Creek Road (signalized)	13.1	B	12.6	B	-0.5	No
Deer Springs Road and Sycamore Drive (unsignalized)	9.8	B	9.9	A	0.1	No
Deer Springs Road and Project Site (unsignalized)	0.0	A	10.9	B	10.9	No

* Vehicles added to critical movements at either unsignalized or signalized intersections based on Table 1 Guidelines.

** At unsignalized intersections delay is for worst delayed approach.



Existing Weekend Daily
Roadway Segment Conditions and Peak Hour
Intersection Conditions with the Proposed Project

Figure 8



5.0 Near-Term (Cumulative) Conditions

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected buildout (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 146 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project phase was included in the growth projections upon which the TIF program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate the potential cumulative traffic impacts to less than significant.



7.0 Summary of Impacts

This traffic study has been prepared to evaluate the potential impacts of the Old San Marcos Schoolhouse site located in the San Marcos area of San Diego County. The schoolhouse is being used as a special events facility to host private functions such as weddings and anniversaries. These special events only take place at the Old San Marcos Schoolhouse site on Saturdays and Sundays, with no events scheduled Monday through Friday. Occupancy is limited to 150 persons at the site plus the addition of 12 estimated staff members. Full occupancy of the project has been assumed to present the most conservative analysis.

The project will take access from Deer Springs Road (approximately 200 feet north of Sycamore Drive) with one main driveway extending northwest into the project site and leading to the parking and building areas. Vehicles may access the site via I-15 and Deer Springs Road north of the project area or via State Route 78 and Twin Oaks Valley Road south of the project area.

The proposed project would generate a total of 146 net daily weekend trips (Saturday or Sunday), with 63 arrival trips occurring in the pre-event peak hour and 63 departure trips during the post-event peak hour. Typical timeframes for these special events at the schoolhouse are between the hours of 4:00 and 9:00 pm.

Existing Conditions

The analysis of existing roadway segment conditions analysis found that all study segments operate at LOS D and are considered acceptable.

The analysis of the existing intersections operations found that all study intersections operate at LOS B or better in both weekend pre-event and post-event peak periods.

Existing Plus Project Conditions

The analysis of the existing roadway segment conditions found that, with the proposed project, all the study segments operate at LOS D or better and no significant impacts were found.

Direct Roadway Segment Project Impacts: None

The analysis of the existing intersection conditions found that, with the proposed project, all the study segments continue to operate at existing levels of service B or better and no significant impacts were found.

Direct Intersection Project Impacts: None

Near-Term Cumulative Conditions

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program



includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected buildout (year 2030) development conditions on the existing circulation element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project generates 146 ADT. These trips will be distributed on circulation element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project phase was included in the growth projections upon which the TIF program is based. Therefore, payment of the TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate the potential cumulative traffic impacts to less than significant.



8.0 Recommendations

Katz, Okitsu & Associates recommend:

- That the developer pay the County of San Diego's Traffic Impact Fee (TIF) to mitigate potential cumulative traffic impacts from the Old San Marcos Schoolhouse site in the North County Metro community of San Diego County.
- That an Irrevocable Offer of Dedication (IOD) be required of the applicant prior to approval of the Major Use permit for the purposes of preserving the right-of-way for future improvements to Deer Springs Road along the project frontage. The proposed IOD is shown on Figure 3 with a width of 55 feet from the centerline of the roadway (Deer Springs Road R.S. 1529). The County of San Diego would require construction and encroachment permits for any work performed within the County's right-of-way.

Sincerely,

Katz, Okitsu & Associates

A handwritten signature in black ink, appearing to read "J. Arnold Torma-David Wong Toi, P.E.".

J. Arnold TormaDavid Wong Toi, P.E.
PrincipalSenior Engineer



Appendix A

**Level of Service Concepts
Analysis Methodologies
Standards of Significance**



Table A-1
San Diego County Roadway Classifications, Levels of Service (LOS) and
Average Daily Traffic (ADT)

Street Classification	Lanes	Maximum Recommended ADT by LOS				
		A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
Expressway	6	36,000	54,000	70,000	86,000	108,000
Prime	6	22,200	37,000	44,600	50,000	57,000
Major	4	14,800	24,700	29,600	33,400	37,000
Collector	4	13,700	22,800	27,400	30,800	34,200
Town Collector	3	3,000	6,000	9,500	13,500	19,000
Collector	2	1,900	4,100	7,100	10,900	16,200



Table A-2
Roadway Segment Level of Service Definitions

The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. Levels of service for arterial segments with a range of free-flow speeds can generally be categorized as follows:

LOS	Class I	Class II	Class III	Class IV	LOS Characteristic
	(55 to 45 mph)	(45-35 mph)	(35 to 30)	(35 to 25)	
"A"	>42	>35	>30	>25	Speeds 90% of free-flow speed. minimal stopped delay
"B"	>34	>28	>24	>19	Speeds 70% of free-flow speed, delay not bothersome
"C"	>27	>22	>18	>13	Speeds 50% of free-flow speed, longer queues, noticeable delay
"D"	>21	>17	>14	>9	Speeds 40% of free-flow, substantial delay.
"E"	>16	>13	>10	>7	Speeds 30% of free-flow, high delay.
"F"	≤16	≤13	≤10	≤7	Speeds 25% of free-flow, high delay, extensive queuing

Source- HCM 2000, Chapter 15



Table A-3
Signalized Intersection Level of Service
Highway Capacity Manual Operational Analysis Method

The operational analysis method for evaluation of signalized intersections presented in the 2000 Highway Capacity Manual (Transportation Research Board Special Report 209) defines level of service in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost travel time.

<i>Average Stopped Delay Per Vehicle (seconds)</i>	<i>Level of Service (LOS) Characteristics</i>
<10	<i>LOS A</i> describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
10 - 20.0	<i>LOS B</i> describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for <i>LOS A</i> , causing higher levels of average delay.
20.1 – 35.0	<i>LOS C</i> describes operations with higher delays which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
35.1 - 55.0	<i>LOS D</i> describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80.0	<i>LOS F</i> describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

SOURCE: 2000 Highway Capacity Manual



Table A-4
Definitions of the HCM/TRB Methodology and Level Of Service
For Unsignalized Intersections

Minor Street Stop Controlled Intersections

The Highway Capacity Manual (HCM) analysis method for evaluating unsignalized, minor street stop intersections is based on the average total delay for each impeded movement. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The resulting delay is used to determine the level of service as shown in the following table.

<i>Average Total Delay</i>	<i>Level of Service (LOS) Characteristics</i>
<10	<i>LOS A</i> – Little or no delay
10 - 20.0	<i>LOS B</i> – Short traffic delay
20.1 - 35.0	<i>LOS C</i> – Average traffic delay
35.1 - 55.0	<i>LOS D</i> – Long traffic delays
55.1 - 80.0	<i>LOS E</i> – Very long traffic delays
>80.0	<i>LOS F</i> – When the demand exceeds the capacity of the lane, extreme delays will be encountered and queuing may cause severe congestion to the intersection.

SOURCE: 2000 Highway Capacity Manual, TRB Special Report 209.



Appendix B

Existing Counts

Traffic Data Service Southwest
Vehicle Counts

Northbound

hicleCount-380 -- English (ENU)

tsets:

e: [19501] Deer Springs Rd. Btwn the project and Server DXr

ection: 5 - South bound A>B, North bound B>A., Lane: 0

urvey Duration: 8:12 Friday, June 03, 2005 => 6:14 Wednesday, June 08, 2005

e: Z:\mcdatalKOAL2005\195\1950111JUN2005.EC0 (Plus)

entifier: J5482N93 MC55-3 [MC50] (c)Microcom 11/02/99

gorithm: Factory default

ta type: Axle sensors - Paired (Class, Speed, Count)

file:

ter time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005

cluded classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

eed range: 0 - 100 mph.

irection: North (bound)

paration: All - (Headway)

ime: Factory default profile

heme: Vehicle classification (Scheme F99)

its: Non metric (ft, mi, ft/s, mph, lb, ton)

profile: 16464 Vehicles

Saturday, June 04, 2005 - Total=5299, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
74	41	22	17	29	78	224	228	243	298	268	301	407	379	395	377	370	346	299	257	194	207	147	98
23	14	7	4	8	14	34	46	62	82	62	63	99	88	98	83	106	74	86	61	57	51	39	29
20	10	7	3	8	17	73	62	64	63	75	80	118	93	98	92	94	91	80	68	49	54	51	27
20	11	3	2	5	23	54	66	58	77	56	90	104	93	100	91	83	84	76	59	37	53	33	26
11	6	5	8	8	24	63	54	59	76	75	68	86	105	99	111	87	97	57	69	51	49	24	16

13

17

9

9

Peak 1145 - 1245 (389), AM PHF=0.82 PM Peak 1200 - 1300 (407), PM PHF=0.86

Sunday, June 05, 2005 - Total=4160, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
48	37	16	16	25	48	82	124	184	216	297	304	361	297	294	305	287	288	297	227	157	118	88	44
13	8	5	4	7	10	16	25	52	35	68	62	91	96	81	68	75	82	79	62	40	45	23	10
17	8	7	5	4	10	22	33	48	54	69	78	88	67	81	81	76	73	65	58	50	30	23	13
9	9	2	3	4	10	21	38	39	69	74	88	93	65	74	81	75	70	79	54	35	21	24	11
9	12	2	4	10	18	23	28	45	58	86	76	89	69	58	75	61	63	74	53	32	22	18	10

10

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Peak 1145 - 1245 (348), AM PHF=0.94 PM Peak 1215 - 1315 (366), PM PHF=0.95

Monday, June 06, 2005 - Total=7005, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
24	11	25	21	48	147	309	304	285	290	247	281	292	360	446	678	881	912	579	310	235	135	126	59
10	1	9	7	3	24	57	63	78	65	65	70	75	90	88	147	193	228	186	88	61	36	52	15
4	6	9	4	12	29	67	73	74	66	70	71	69	77	105	167	252	244	166	75	57	34	35	21
9	2	3	4	14	39	85	84	69	76	53	61	74	104	108	178	211	240	120	73	62	34	22	12
1	2	4	6	19	55	100	84	64	83	59	79	74	89	145	186	225	200	107	74	55	31	17	11

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Peak 0630 - 0730 (321), AM PHF=0.80

Traffic Data Service Southwest

Vehicle Counts

Southbound

Vehicle Count-380 -- English (ENU)

Variables:

Site: [19501] Deer Springs Rd. Btwn the project and Sarver DXr
 Direction: 5 - South bound A>B, North bound B>A., Lane: 0
 Survey Duration: 8:12 Friday, June 03, 2005 => 6:14 Wednesday, June 08, 2005
 File: Z:\mcdata\KOA\2005\195\1950111JUN2005.EC0 (Plus)
 Identifier: J5482N93 MC55-3 [MC50] (c)Microcom 11/02/99
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Start time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005
 Excluded classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 Speed range: 0 - 100 mph.
 Direction: South (bound)
 Separation: All - (Headway)
 Profile: Factory default profile
 Scheme: Vehicle classification (Scheme F99)
 Units: Non metric (ft, mi, ft/s, mph, lb, ton)
 Profile: 17376 Vehicles

Saturday, June 04, 2005 - Total=5365, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
87	54	44	44	58	98	203	327	289	289	312	300	342	322	363	365	398	372	299	222	186	144	134	113
25	11	14	11	9	12	38	73	62	78	88	69	95	87	93	77	96	102	68	66	55	39	29	33
16	19	9	10	8	25	57	72	63	68	82	62	70	75	99	97	102	95	84	56	50	40	37	32
26	15	11	14	26	28	54	83	89	78	75	84	84	85	85	94	101	103	82	52	47	36	37	25
20	9	10	9	15	33	54	99	75	65	67	85	93	75	86	97	99	72	65	48	34	29	31	23
Peak 1130 - 1230 (334), AM PHF=0.88 PM Peak 1615 - 1715 (404), PM PHF=0.99																							

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16

8

Sunday, June 05, 2005 - Total=4500, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
65	48	38	22	24	32	76	117	147	261	235	323	304	333	321	335	365	342	303	270	224	140	120	55
24	11	15	4	7	2	16	36	32	43	55	68	74	81	85	79	85	83	72	73	48	45	33	15
17	14	13	4	6	9	14	22	31	71	59	68	85	85	71	87	93	103	69	56	62	35	31	14
16	16	3	11	4	13	19	22	36	74	52	70	80	86	86	87	85	78	84	70	48	27	32	15
8	7	7	3	7	8	27	37	48	73	69	117	65	81	79	82	102	78	78	71	66	33	24	11
Peak 1145 - 1245 (356), AM PHF=0.76 PM Peak 1630 - 1730 (373), PM PHF=0.91																							

8

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Monday, June 06, 2005 - Total=7511, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
34	38	32	33	104	422	914	1032	673	462	325	285	281	311	342	400	459	441	340	202	135	120	81	45
8	11	13	8	3	46	180	268	182	119	87	64	80	68	69	97	135	119	110	60	30	41	20	14
10	8	9	6	22	88	186	244	170	133	100	76	63	72	89	84	100	104	84	47	30	29	19	13
7	10	3	9	34	123	280	273	174	114	71	85	72	79	91	107	112	128	75	51	39	22	27	8
9	9	7	10	45	165	268	247	147	96	67	60	66	92	93	112	112	90	71	44	36	28	15	10
Peak 0630 - 0730 (1060), AM PHF=0.95																							

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Traffic Data Service Southwest Vehicle Counts

Northbound

VehicleCount-380 -- English (ENU)

tases;

[19502] Deer Springs Rd. Btwn the project and Sycamore Dr

ection: 7 - North bound A>B, South bound B>A., Lane: 0

Survey Duration: 8:42 Friday, June 03, 2005 => 6:23 Wednesday, June 08, 2005

Z:\mcdata\KOA\2005\195\1950211JUN2005.EC0 (Plus)

Identifier: H171ZQ39 MC55-2 [MC501] (c)Microcom 6/05/98

Algorithm: Factory default

Axle sensors - Paired (Class, Speed, Count)

>file:

er time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

ection: North (bound)

paration: All - (Headway)

me: Factory default p

heme: Vehicle classification (Scheme F99)

its: Non metric (ft, mi, ft/s, mph, lb, ton)

profile: 16621 Vehicles

Saturday, June 04, 2005 - Total=5323, 15 minute drops

Peak 1145 - 1245 (393), AM PHF=0.82 PM Peak 1530 - 1630 (421), PM PHF=0.93

Sunday, June 05, 2005 - Total=4200, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
19	38	16	15	26	49	81	125	183	220	302	307	371	311	296	307	294	291	291	230	147	120	88	43
L3	8	5	3	7	11	17	30	56	36	72	60	90	95	82	67	77	87	84	63	41	44	24	10
L8	8	6	6	4	8	20	31	41	54	69	79	94	73	81	88	77	74	62	58	44	34	22	14
9	9	2	2	5	11	21	37	40	71	73	92	100	70	75	75	75	65	76	57	32	21	24	9
9	13	3	4	10	19	23	27	46	59	88	76	87	73	58	77	65	65	69	52	30	21	18	10

Peak 1145 - 1245 (360), AM PHF=0.90 PM Peak 1215 - 1315 (376), PM PHF=0.94

Monday, June 06, 2005 - Total=7098, 15 minute drops

0	1000	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
24	12	25	21	50	148	310	324	290	293	253	284	294	364	456	684	891	926	588	306	233	136	126	60
10	1	9	7	4	24	60	68	79	66	66	69	78	88	92	150	214	238	189	88	59	36	54	14
4	6	9	4	13	28	68	75	77	77	71	74	66	82	108	164	243	256	172	77	59	33	32	21
9	2	3	4	12	39	88	91	68	67	56	60	77	110	112	189	211	227	127	67	62	35	22	13
1	3	4	6	21	57	94	90	66	83	60	81	73	84	144	181	223	205	100	74	53	32	18	12

Peak 0730 - 0830 (337), AM PHF=0.93

Traffic Data Service Southwest Vehicle Counts

Southbound

ehicleCount-380 -- English (ENU)

tases:

Location: [19502] Deer Springs Rd. Btwn the project and Sycamore Dr
Section: 7 - North bound A>B, South bound B>A., **Lane:** 0
Survey Duration: 8:42 Friday, June 03, 2005 => 6:23 Wednesday, June 08, 2005
Path: Z:\mcdata\KOA\2005\195\1950211JUN2005.EC0 (Plus)
Identifier: H171ZQ39 MC55-2 [MC50] (c)Microcom 6/05/98
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

?file:

ter time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

eed range: 0 - 100 mph.

Section: South (bound)

paration: All - (Headway)

paradise;

heme: Vehicle classification (Scheme F99)

Non metric (ft, mi, ft/s, mph, lb, ton)

Profile:

profile. 19881 vehicles

Saturday, June 04, 2005 - Total=5339, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
86	54	44	44	58	99	203	325	291	283	318	297	337	327	353	349	402	372	300	222	187	143	133	112
24	11	14	11	9	12	38	71	61	73	85	65	93	93	93	78	97	105	69	64	54	39	27	33
16	19	9	10	8	23	55	74	65	65	82	65	72	74	97	91	104	95	85	55	52	40	37	32
24	14	11	14	26	31	56	85	88	81	82	85	80	86	84	89	102	102	102	81	54	47	35	25
22	10	10	9	15	33	54	95	77	64	69	82	92	74	79	91	99	70	65	49	34	29	31	22

Peak 1130 - 1230 (332), AM PHF=0.89 PM Peak 1615 - 1715 (410), PM PHF=0.98

Sunday, June 05, 2005 - Total=4503, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
65	48	38	22	24	33	75	118	145	261	237	323	304	330	316	335	365	347	305	272	222	140	123	55
24	10	15	4	7	2	16	36	31	43	56	69	77	81	82	78	87	87	72	76	47	46	33.	15
17	14	13	4	6	9	15	23	30	70	57	67	85	83	71	90	91	104	70	55	60	35	31	14
16	17	3	11	3	13	18	23	36	72	54	70	77	86	85	86	86	78	86	70	50	26	35	15
9	7	3	3	9	9	26	26	48	76	70	117	65	80	78	81	101	78	72	71	65	33	24	11

8 7 7 3 8 9 26 36 48 76 70 117 65
Peak 1145 1245 (256) AM RHE=0.76 RM Peak 1620 1720 (278) RM RHE=0.81

Monday June 06 2005 - Total=7519 15 minute drops

Monday, June 06, 2005 - Total = 7519, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
34	37	32	33	103	421	918	1043	674	463	325	294	278	311	340	406	451	439	340	199	132	119	81	46
8	11	13	8	3	47	179	274	180	116	87	64	77	68	67	97	113	118	109	58	30	42	20	14
10	8	9	6	22	87	185	245	168	133	100	80	66	73	92	87	103	103	84	47	28	28	19	13
7	10	3	9	34	123	284	273	177	118	71	88	70	77	91	108	104	126	76	51	38	21	27	9

9 8 7 10 44 164 21

Traffic Data Service Southwest

Vehicle Counts

Northbound

Vehicle Count-380 -- English (ENU)

Variables:

e: [19503] Deer Springs Rd. Btwn N. Twin Oaks Valley Rd and Sycamore Dr
 Section: 5 - South bound A>B, North bound B>A., Lane: 0
 Survey Duration: 8:56 Friday, June 03, 2005 => 6:20 Wednesday, June 08, 2005
 e: Z:\mcdata\KOA\2005\195\1950311JUN2005.EC0 (Plus)
 Identifier: H1201BDR MC55-2 [MC50] (c)Microcom 6/05/98
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Start time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005
 Excluded classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 Speed range: 0 - 100 mph.
 Section: North (bound)
 Separation: All - (Headway)
 Time: Factory default profile
 Scheme: Vehicle classification (Scheme F99)
 Units: Non metric (ft, mi, ft/s, mph, lb, ton)
 profile: 15845 Vehicles

Saturday, June 04, 2005 - Total=5057, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
73	41	19	17	27	77	213	211	239	288	252	298	388	354	386	366	349	338	282	235	172	195	144	93
24	13	5	4	8	15	33	44	67	84	60	65	93	84	94	82	100	78	82	64	50	49	39	27
18	10	7	3	8	17	66	59	56	57	72	84	113	85	98	88	88	83	72	59	39	46	48	28
20	12	3	2	5	20	53	59	58	75	52	87	101	85	95	89	84	88	79	58	31	51	31	25
11	6	4	6	6	25	61	49	58	72	68	62	81	100	99	107	77	89	49	54	52	49	26	13

Peak 1145 - 1245 (369), AM PHF=0.82 PM Peak 1200 - 1300 (388), PM PHF=0.86

Sunday, June 05, 2005 - Total=3990, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
48	34	14	14	25	45	76	124	171	210	278	292	356	289	285	294	285	276	280	216	137	118	83	40
13	6	5	3	7	12	17	29	55	38	64	57	86	91	74	63	75	83	81	57	40	42	24	9
17	8	5	5	4	6	19	32	37	52	59	77	93	63	76	84	71	68	59	56	41	33	22	13
9	8	2	2	5	9	21	35	37	62	67	87	93	65	75	76	77	63	72	53	27	21	21	9
9	12	2	4	9	18	19	28	42	58	88	71	84	70	60	71	62	68	50	29	22	16	9	1

Peak 1145 - 1245 (343), AM PHF=0.92 PM Peak 1215 - 1315 (361), PM PHF=0.97

Monday, June 06, 2005 - Total=6798, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
24	11	24	19	47	140	288	305	273	273	243	273	285	348	434	637	870	906	569	289	224	133	124	59
10	1	9	7	5	23	56	62	70	61	64	65	80	82	88	142	205	230	185	84	54	34	54	13
4	6	8	4	12	25	65	75	70	68	69	71	62	80	102	163	243	250	166	74	56	33	31	21
9	2	4	3	10	35	77	86	66	67	54	57	79	104	105	166	207	224	118	62	61	36	21	14
1	2	3	5	20	57	90	82	67	77	56	80	64	82	139	166	215	202	100	69	53	30	18	11

Peak 0645 - 0745 (313), AM PHF=0.87

Traffic Data Service Southwest
Vehicle Counts

Southbound

VehicleCount-380 -- English (ENU)

datasets:

e: [19503] Deer Springs Rd. Btwn N. Twin Oaks Valley Rd and Sycamore Dr
 ection: 5 - South bound A>B, North bound B>A., Lane: 0
 rvey Duration: 8:56 Friday, June 03, 2005 => 6:20 Wednesday, June 08, 2005
 e: Z:\mcdata\KOA\2005\195\1950311JUN2005.EC0 (Plus)
 entifier: H1201BDR MC55-2 [MC50] (c)Microcom 6/05/98
 gorithm: Factory default
 ta type: Axle sensors - Paired (Class, Speed, Count)

profile:

ter time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005
 cluded classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 eed range: 0 - 100 mph.
 ection: South (bound)
 paration: All - (Headway)
 me: Factory default profile
 heme: Vehicle classification (Scheme F99)
 its: Non metric (ft, mi, ft/s, mph, lb, ton)
 profile: 16809 Vehicles

Saturday, June 04, 2005 - Total=5185, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
85	54	43	42	57	97	199	310	284	282	300	299	332	317	346	339	387	359	284	217	180	138	130	104
24	11	14	11	9	12	38	64	63	77	84	73	89	89	90	77	92	99	68	60	51	34	25	29
16	19	8	9	8	22	54	74	62	62	77	67	69	73	93	88	99	85	78	56	50	39	38	29
23	14	10	11	25	31	53	78	86	75	83	78	82	81	84	84	101	106	80	50	46	35	37	25
22	10	11	11	15	32	54	94	73	68	56	81	92	74	79	90	95	69	58	51	33	30	30	21

Peak 1145 - 1245 (321), AM PHF=0.90 PM Peak 1615 - 1715 (394), PM PHF=0.98

Sunday, June 05, 2005 - Total=4309, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
63	42	37	19	24	33	71	110	140	243	241	300	294	306	311	319	349	335	291	260	214	136	117	54
25	8	15	3	7	2	14	34	30	40	58	66	76	74	81	69	85	82	70	69	42	43	32	14
16	14	14	3	6	9	14	22	29	64	58	63	80	78	70	86	87	98	68	55	60	34	28	13
15	14	3	10	3	13	18	20	36	72	55	70	78	79	83	84	81	72	80	70	50	25	34	17
7	6	5	3	8	9	25	34	45	67	70	101	60	75	77	80	96	83	73	66	62	34	23	10

Peak 1145 - 1245 (335), AM PHF=0.83 PM Peak 1630 - 1730 (357), PM PHF=0.91

Monday, June 06, 2005 - Total=7315, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
32	38	31	33	99	415	882	1013	656	465	320	290	274	297	338	400	443	414	327	184	131	112	77	44
8	11	12	8	3	48	178	257	174	121	90	62	76	69	71	91	125	105	104	55	31	35	19	14
8	8	9	6	22	83	171	241	158	125	95	77	65	68	88	89	103	104	85	40	27	29	17	12
7	10	3	9	33	122	273	265	180	119	70	89	66	74	84	103	105	121	73	46	37	23	26	8
9	9	7	10	41	162	260	250	144	100	65	62	67	86	95	117	110	84	65	43	36	25	15	10

Peak 0630 - 0730 (1031), AM PHF=0.94

Traffic Data Service Southwest
Vehicle Counts

Northbound

VehicleCount-380 -- English (ENU)

datasets:

site: [19504] Twin Oaks Valley Rd. Btwn Buena Creek and E. Olive St
 section: 7 - North bound A>B, South bound B>A., Lane: 0
 survey Duration: 9:16 Friday, June 03, 2005 => 6:16 Wednesday, June 08, 2005
 zip: Z:\mcdata\KOA\2005\195\1950411JUN2005.EC0 (Plus)
 identifier: J549ABKT MC55-3 [MC50] (c)Microcom 11/02/99
 algorithm: Factory default
 data type: Axle sensors - Paired (Class, Speed, Count)

profile:

start time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005
 included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 speed range: 0 - 100 mph.
 section: North (bound)
 separation: All - (Headway)
 profile: Factory default profile
 scheme: Vehicle classification (Scheme F99)
 units: Non metric (ft, mi, ft/s, mph, lb, ton)
 profile: 16165 Vehicles

Saturday, June 04, 2005 - Total=5429, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
74	48	23	15	21	61	226	219	247	305	285	300	405	360	411	400	398	358	334	243	215	220	154	107
24	14	7	6	5	11	29	51	67	63	70	70	109	83	114	95	106	85	91	73	65	54	41	28
20	11	5	1	9	16	63	59	65	70	76	77	125	91	95	96	110	98	90	51	44	55	52	38
22	14	5	2	3	12	52	62	61	77	57	90	84	83	96	99	99	80	84	59	52	54	35	26
8	9	6	6	4	22	82	47	54	95	82	63	87	103	106	110	83	95	69	60	54	57	26	15

Peak 1130 - 1230 (387), AM PHF=0.77 PM Peak 1530 - 1630 (425), PM PHF=0.97

Sunday, June 05, 2005 - Total=4131, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
53	37	18	14	21	34	62	124	176	218	262	274	354	306	315	316	296	291	290	242	169	135	81	43
17	8	6	5	5	8	13	33	53	46	64	67	85	79	78	77	71	84	79	63	54	47	23	13
19	9	8	4	2	5	16	28	39	62	56	71	87	85	76	89	75	70	70	55	46	40	21	11
9	7	3	2	4	4	14	31	41	57	72	69	92	60	86	79	72	59	70	61	39	22	25	8
8	13	1	3	10	17	19	32	43	53	70	67	90	82	75	71	78	71	63	30	26	12	11	1

Peak 1145 - 1245 (331), AM PHF=0.90 PM Peak 1200 - 1300 (354), PM PHF=0.96

Monday, June 06, 2005 - Total=6605, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
25	11	23	23	32	102	281	307	303	247	271	277	317	366	426	626	798	748	533	317	244	152	116	60
9	1	6	10	3	16	53	75	82	53	74	53	74	84	82	142	180	190	161	89	56	40	58	22
6	5	7	2	9	15	67	70	73	53	67	74	79	93	100	157	205	194	144	84	59	45	27	15
9	2	5	4	6	32	67	77	85	64	64	61	82	103	112	169	213	176	126	59	62	40	19	13
1	3	5	7	14	39	94	85	63	77	66	89	82	86	132	158	200	188	102	85	67	27	12	10

Peak 0745 - 0845 (325), AM PHF=0.96

Traffic Data Service Southwest
Vehicle Counts

Southbound

VehicleCount-380 -- English (ENU)

Assets: [19504] Twin Oaks Valley Rd. Btwn Buena Creek and E. Olive St
Section: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 9:16 Friday, June 03, 2005 => 6:16 Wednesday, June 08, 2005
File: Z:\mcdata\KOA\2005\195\1950411JUN2005.EC0 (Plus)
Identifier: J549ABKT MC55-3 [MC50] (c)Microcom 11/02/99
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:
Start time: 0:00 Saturday, June 04, 2005 => 0:00 Tuesday, June 07, 2005
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Section: South (bound)
Separation: All - (Headway)
Profile: Factory default profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
Profile: 17136 Vehicles

Saturday, June 04, 2005 - Total=5555, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
71	43	32	39	47	96	209	316	329	339	365	335	388	348	351	376	395	400	311	224	197	155	104	85
20	6	13	7	8	12	42	68	72	92	93	76	97	92	87	82	83	98	70	67	57	44	22	29
15	14	9	9	8	19	50	74	81	74	104	83	91	80	82	92	116	99	90	59	46	42	24	21
15	15	4	11	15	34	54	80	97	90	95	90	102	91	90	106	95	113	84	46	48	34	31	18
21	8	6	12	16	31	63	94	79	83	73	86	98	85	92	96	101	90	67	52	46	35	27	17

Peak 1145 - 1245 (376), AM PHF=0.92 PM Peak 1645 - 1745 (411), PM PHF=0.91

Sunday, June 05, 2005 - Total=4357, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
67	42	34	22	22	36	77	113	184	219	284	350	313	328	295	316	349	302	278	241	215	124	99	47
26	7	13	5	6	4	17	29	35	51	66	76	88	78	79	72	83	76	63	64	42	43	31	14
16	15	12	3	7	8	11	27	28	53	63	82	87	89	67	80	103	93	72	59	54	29	23	14
15	10	4	8	5	14	16	20	55	50	67	87	69	95	73	82	68	59	72	53	61	21	29	11
10	10	5	6	4	10	33	37	66	65	88	105	69	66	76	82	95	74	71	65	58	31	16	8

Peak 1130 - 1230 (367), AM PHF=0.87 PM Peak 1530 - 1630 (350), PM PHF=0.85

Monday, June 06, 2005 - Total=7224, 15 minute drops

00	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
35	29	29	30	79	357	723	861	621	494	356	348	313	326	350	413	504	452	330	197	150	117	67	43
10	8	10	10	4	43	151	193	176	122	105	86	72	62	80	100	121	101	102	47	43	45	20	11
10	4	8	6	19	70	132	211	154	131	88	87	76	88	85	86	124	116	85	56	41	28	12	14
8	4	6	2	22	101	214	233	157	127	93	98	78	85	92	87	139	125	82	49	39	24	23	6
7	13	5	12	34	143	226	224	134	114	70	77	87	91	93	140	120	110	61	45	27	20	12	12

Peak 0645 - 0745 (863), AM PHF=0.93

Traffic Data Service Southwest
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8496

Weather : Clear & Dry
Counted by: Archie
Board #: D1-1425
Location : Deer Spgs Rd 8

File Name : 05195010
Site Code : 00195010
Start Date : 6/4/2005
Page No. : 1

Traffic Data Service Southwest

Weather : Clear & Dry
Counted by: Archie
Board # : D1-1425
Location : Deer Spgs Rd

973 Main Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

File Name : 05195011
Site Code : 00195011
Start Date : 6/4/2005
Page No. : 1

Crossover	Deer Springs Road										Project Driveway												
	Southbound					Westbound					Northbound					Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	6	62	65
19:30	0	59	0	0	59	0	0	0	0	0	62	0	0	0	5	0	1	0	0	0	9	53	55
19:45	0	46	0	0	46	0	0	0	0	0	53	0	0	0	9	0	0	0	0	0	0	0	108
Total	0	105	0	0	105	0	0	0	0	0	115	0	0	0	0	0	14	0	1	0	15	115	120
																							235
20:00	0	48	0	0	48	0	0	0	0	0	53	0	0	0	9	0	1	0	0	0	10	53	58
20:15	0	56	1	0	57	0	0	0	0	0	30	0	0	0	4	0	1	0	0	0	5	30	62
20:30	0	39	1	0	40	0	0	0	0	0	42	0	0	0	2	0	2	0	0	0	4	43	44
20:45	0	39	0	0	39	0	0	0	0	0	49	0	0	0	1	0	0	0	0	0	1	49	40
Total	0	182	2	0	184	0	0	0	0	0	174	0	0	0	16	0	4	0	0	20	175	204	379
21:00	0	33	0	0	33	0	0	0	0	0	58	0	0	0	2	0	0	0	0	0	2	58	35
21:15	0	45	0	0	45	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	46	45
Grand Total	0	365	2	0	367	0	0	0	0	0	393	0	1	0	32	0	5	0	0	0	37	394	404
Apprich %	0.0	99.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.5	0.0	13.5	0.0	0.0	0.0	9.2	49.4	50.6
Total %	0.0	90.3	0.5	0.0	90.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	1.2	0.0	0.0	0.0	9.2	49.4	50.6

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8424

Weather : Clear & Dry
Counted by: S. Tillman
Board #: D1-2278
Location : Deer Spgs & S.

		Deer Springs Road				Sycamore Drive				Eastbound							
		Southbound		Westbound		Left		Thru		Right		Left		Thru		Right	
Start Time	End Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 15:00 to 16:45 - Peak 1 of 1																	
Intersection Volume	16:00	18	381	0	0	399	4	0	22	0	26	0	0	0	0	0	425
Percent	16:15	4.5	95.5	0.0	0.0	110	15.4	0.0	84.6	0.0	6	0.0	0.0	0.0	0.0	0	116
Volume	Peak Factor	3	107	0	0	0	0	0	6	0	0	0	0	0	0	0	0.916
High Int.	16:15						16:00										
Volume	Peak Factor	3	107	0	0	110	3	0	8	0	11	0.591					

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-2278
Location : Deer Spgs & S

File Name : 05195021
Site Code : 00195021
Start Date : 6/4/2005
Page No : 1

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Mockler
Board #: D1-2279
Location : Deer Spgs Rd

File Name : 051195030
Site Code : 001195030
Start Date : 6/4/2005
Page No.: 1

Start Time	Deer Springs Road Southbound						Driveway Westbound						Deer Springs Road Northbound						Buena Creek Road Eastbound											
	Left			Thru			Right			Left			Thru			Right			Left			Thru			Right					
	App. Total	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	Left	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
15:00	0	56	23	0	79	0	0	0	0	0	0	25	55	3	6	0	27	0	20	0	47	89	126	215	92	161	253	0	0	0
15:15	0	68	35	0	103	0	0	0	0	0	0	26	66	0	0	0	25	0	33	0	58	92	126	216	100	160	260	0	0	0
15:30	0	72	24	0	96	0	0	0	0	0	0	26	68	0	6	0	35	0	29	0	64	100	148	252	0	0	0	0	0	0
15:45	0	60	30	0	90	0	0	3	0	0	0	27	77	0	0	0	33	0	21	1	55	104	148	252	0	0	0	0	0	0
Total	0	256	112	0	368	0	0	3	0	0	3	104	266	3	12	0	120	0	103	1	224	385	595	980	0	0	0	0	0	0
16:00	0	72	32	0	104	0	0	0	0	0	0	33	67	1	4	0	32	0	15	0	47	105	151	256	0	0	0	0	0	0
16:15	0	81	34	0	115	0	0	0	0	0	0	21	79	0	0	0	20	0	28	0	48	100	163	263	0	0	0	0	0	0
16:30	0	69	45	0	114	0	0	0	0	0	0	22	56	0	3	0	35	0	20	0	55	81	169	250	0	0	0	0	0	0
16:45	0	72	22	0	94	0	2	2	0	4	18	48	0	0	0	21	0	18	1	40	66	138	204	0	0	0	0	0	0	
Total	0	294	133	0	427	0	2	2	0	4	94	250	1	7	0	108	0	81	1	190	352	621	973	0	0	0	0	0	0	
Grand Total	0	550	245	0	795	0	2	5	0	7	198	516	4	19	0	228	0	184	2	414	737	1216	1953	0	0	0	0	0	0	
Apprich %	0.0	69.2	30.8	0.0	0.0	0.0	28.6	71.4	0.0	0.6	0.0	55.1	0.0	44.4	0.5	0.0	18.8	0.0	15.1	0.2	34.0	37.7	62.3	0	0	0	0	0	0	
Total %	0.0	45.2	20.1	0.0	0.0	0.0	65.4	0.0	0.2	0.4	0.0	0.0	0.6	0.0	0.0	0.0	18.8	0.0	15.1	0.2	34.0	37.7	62.3	0	0	0	0	0	0	

Traffic Data Service Southwest
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8496

Weather : Clear & Dry
Counted by: S. Mockler
Board #: D1-2279
Location : Deer Spgs Rd



Appendix C

Intersection Analysis Worksheets

Existing Max Pre Wed Jun 15, 2005 16:23:50 Page 1-1
Existing Max Pre Wed Jun 15, 2005 16:23:50 Page 1-1
Scenario Report
Scenario: Existing Max Pre
Command: Existing Max Pre
Volumen: Manual Red. Pre
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Max Pre
Trip Distribution: Project Max
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Existing Max Pre Wed Jun 15, 2005 16:23:51 Page 2-1
Existing Max Pre Wed Jun 15, 2005 16:23:51 Page 2-1
Impact Analysis Report
Level of Service
Intersection Base Future Change
 Del/ Del/ Del/ V/V
 LOS Veh LOS Veh in
 C B C B
1 N. Twin Oaks Valley Rd. @ Buen B 18.5 0.482 B 18.5 0.490 + 0.026 D/V
3 Deer Springs Rd. @ Sycamore Dr B 11.9 0.000 B 12.2 0.000 + 0.360 D/V
5 Deer Springs Road @ Project A 0.0 0.000 B 14.4 0.000 +14.390 D/V

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Page 5-1

A new level of service compensation: Benart

Level Of Service Computation Report



Katz, Okitsu & Associates
Traffic Engineers and Transportation Planners

November 15, 2005
A4576

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Gail Wright
Project Manager
Regulatory Planning
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

**SUBJECT: OLD SAN MARCOS SCHOOLHOUSE; P02-027; TRAFFIC
IMPACT STUDY RESPONSE TO COMMENTS – THIRD
ITERATION REVIEW OF TECHNICAL TRAFFIC ANALYSIS**

Dear Ms. Wright:

Katz, Okitsu & Associates has provided the following response to comments, based on the County's review (letter dated September 26, 2005) of the *Old San Marcos Schoolhouse Traffic Impact Study* prepared by Katz, Okitsu & Associates.

The County's comments are outlined below. All changes to the June 2005 Traffic Impact Study have been made in strikeout/underline format with the Project Number and Environmental Log Number clearly labeled on all submitted documents. Katz, Okitsu & Associates response to each comment is shown in *italics*, directly below each comment.

1. The TIS should discuss/verify that since the proposed project is limited to weekend activities, traffic impacts will not occur at Deer Springs Road near the I-15 freeway and/or on the access ramps from Deer Springs Road to and from I-15.

Agreed. Language verifying that the project will not cause direct traffic impacts to occur at Dear Springs Road near the I-15 freeway has been included in Chapter 5.0 "Existing Plus Project Conditions" (Page 18) of the report. This language has been confirmed and previously reviewed by County staff as shown in the e-mail stream included as Attachment A to this letter.

2. Figure 3 and the project site plan should show the full ultimate width of Deer Springs Road (110 feet) and the proposed width of the IOD that is recommended to be provided with the proposed project.

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Katz, Okitsu & Associates

Planning and Engineering

Ms. Gail Wright
November 15, 2005
Page 2 of 2
A4576

Agreed. Figure 3, which is the project site plan, has been revised to show the ultimate width of Deer Springs Road and the proposed width of the IOD (55 feet) that is recommended to be provided with the proposed project. The proposed IOD discussion is also included on Pages 1 and 25 of the report.

Sincerely,
Katz, Okitsu & Associates

A handwritten signature in black ink, appearing to read "J. Arnold Torma".

J. Arnold Torma, P.E.
Principal Engineer



Katz, Okitsu & Associates
Planning and Engineering

Attachment A
November 15, 2005
Page 1 of 4
A4576

ATTACHMENT A

COMMUNICATION WITH COUNTY STAFF REGARDING COMMENT #1

Philip Trom

From: Shick, Richard L. [Richard.Shick@sdcounty.ca.gov]
Sent: Tuesday, November 15, 2005 10:48 AM
To: ptrom@katzokitsu.com
Cc: Mark@trs-sandiego.com; Carlton, Gregory A
Subject: RE: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Phil:

The language below in your Oct 19, 4:58 pm e-mail is okay. Please revise study accordingly.

Thanks

Lee

R. Lee Shick, Jr.
DPW Project Manager
Land Development Division
Central Project Team
5201 Ruffin Road, Ste D
San Diego, Ca 92123
(858) 694-3235 office
(858) 495-5516 fax
<http://www.sdcounty.ca.gov/dpw/land/privdel.htm>

-----Original Message-----

From: Philip Trom [mailto:ptrom@katzokitsu.com]
Sent: Wednesday, October 19, 2005 4:58 PM
To: Shick, Richard L.
Cc: Mark@trs-sandiego.com
Subject: RE: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Thanks Lee.

Here is the proposed new text:

"The San Marcos Schoolhouse project is conditioned to operate only during weekend hours. Therefore the project will have no peak hour weekday intersection impacts (direct or cumulative) at the I-15 ramp intersections with Deer Springs Road. In addition, Table 6 illustrates that the proposed project does not have any direct roadway segment impacts based on the County of San Diego Draft Guidelines for Determining Significance, 2004, criteria shown in Table 1. Furthermore, since the project is only expected to generate 73 trips on Deer Springs Road near the I-15 freeway, the project does not meet the minimum criteria of 100 trips to study this segment for direct impact analysis."

Please let us know if this is o.k.

-Phil

-----Original Message-----

From: Shick, Richard L. [mailto:Richard.Shick@sdcounty.ca.gov]
Sent: Wednesday, October 19, 2005 8:59 AM
To: ptrom@katzokitsu.com
Cc: Mark@trs-sandiego.com
Subject: RE: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Phil:

Thanks. You should preface the discussion addressing weekends only.

Thanks

Lee

-----Original Message-----

From: Philip Trom [mailto:ptrom@katzokitsu.com]
Sent: Wednesday, October 19, 2005 8:38 AM
To: Shick, Richard L.
Cc: Mark@trs-sandiego.com
Subject: RE: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Hi Lee,

Yes you are correct, the project will only operate during the weekend and the report addresses weekend trips only. The last sentence of the proposed text change states, "In addition, the San Marcos Schoolhouse project is conditioned to operate only during weekend hours. Therefore the project will have no peak hour weekday intersection impacts (direct or cumulative) at the I-15 ramp intersections with Deer Springs Road." Is this sufficient?

regards,
Phil Trom

-----Original Message-----

From: Shick, Richard L. [mailto:Richard.Shick@sdcounty.ca.gov]
Sent: Wednesday, October 19, 2005 7:50 AM
To: ptrom@katzokitsu.com
Cc: Mark@trs-sandiego.com
Subject: RE: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Phil:

Other studies on the same segments of Deer Springs Rd show LOS F at I-15 during peak hours. You should verify and I thought you were to address weekend trips only? Has this changed?

Thanks

Lee

R. Lee Shick, Jr.
DPW Project Manager
Land Development Division
Central Project Team
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San Diego, Ca 92123
(858) 694-3235 office
(858) 495-5516 fax
<http://www.sdcounty.ca.gov/dpw/land/privdel.htm>

-----Original Message-----

From: Philip Trom [mailto:ptrom@katzokitsu.com]
Sent: Tuesday, October 18, 2005 5:03 PM
To: Shick, Richard L.
Cc: Mark@trs-sandiego.com
Subject: MUP 02-027 San Marcos Schoolhouse - Response to Comments

Hi Lee,

Thank you for your time today in discussing the San Marcos Schoolhouse project (MUP 02-027). As suggested, I am forwarding you our proposed language to respond to the following traffic comment from the September 26, 2005 County letter signed by Gail:

Traffic Comment #1: "The TIS should discuss/verify that since the proposed project is limited to weekend activities, traffic impacts will not occur at Deer Springs Road near the I-15 freeway and/or on the access ramps from Deer Springs Road to and from I-15."

KOA Response: (To be inserted as a replacement for the "With Project Scenario Daily Roadway Segment Performance" on Page 18 of the Technical Traffic Analysis) "As stated previously in Section 3, all study roadway segments are currently operating at LOS D or better. The addition of the project traffic to the roadway segments is shown below in Table 6.

Table 6 illustrates that the proposed project does not have any direct impacts based on the County of San Diego Draft Guidelines for Determining Significance, 2004, criteria shown in Table 1. Since the project is only expected to generate 73 trips on Deer Springs Road near the I-15 freeway, the project does not meet the minimum criteria of 100 trips for direct impact analysis. Furthermore, the draft guidelines stipulate that roadway segments operating at LOS D or better, with the addition of project traffic, are not limited to the amount of additional project traffic generated on those segments since the roadway must be operating at LOS E or F to incur direct project impacts. In addition, the San Marcos Schoolhouse project is conditioned to operate only during weekend hours. Therefore the project will have no peak hour weekday intersection impacts (direct or cumulative) at the I-15 ramp intersections with Deer Springs Road."

Please let me know if you have any comments or would like us to revise the response in any way. If this is sufficient for the final clean copy of the TIS, we will incorporate this language where specified above and will also include the revised Site Plan indicated in Traffic Comment #2. Thank you.

Best regards,

Phil Trom
Associate Transportation Planner
Katz, Okitsu & Associates
2251 San Diego Avenue, Suite A270
San Diego, CA 92110
direct: 619-814-5137
main: 619-683-2933
fx: 619-683-7982